(c) Steps taken to make the indigenous ship building industry more efficient are as follows:—

(i) Introduction of modern production technology such as pre-outfitting modular construction etc. by the shipyards.

(ii) Introduction of computers in shipbuilding.

(iii) Modernization of shipyards.

(iv) More effective production planning & control system.

(v) Improving quality control system.

सवारी रेल गाड़ियों की गति को तेज करना

1850. **श्री सत्य प्रकाश मालवीय :** क्या **रेल** मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार ने कुछ सवारी रेलगाड़ियों की गति को तेज करने का निर्णय ले लिया है ; यदि हां, तो उनका ब्यौरा क्या है ; और

(ख) यह निर्णय कब तक प्रभावी होने की सम्भावना है ?

रेल मंत्रालय के राज्य मंत्री (श्री माधवराव सिंधिया) : (क) और (ख) विभिन्न गाड़ियों की अनुज्ञेय अधिकतम सीमा के अन्तर्गत समय-समय पर रफ्तार बढ़ाना एक सतत प्रक्रिया है।

Subsidy to shipyards

1851. SHRI KAMAL MORARKA: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) what is the amount of subsidy given to shipyards at present;

(b) whether any study has been conducted by the Bureau of Industrial Costs and Prices in this regard; and

(c) if so, what are the findings and the recommendations of the Bureau?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT): (a) The quantum of subsidy disbursed by the Government of India to the Shipyards, both private as well as public, during the year 1987-88 is Rs. 5.894 crores.

(b) Yes, Sir.

(c) Broadly, the main recommendations, among others, made by the Bureau of Industrial Costs & Prices are:—

(i) The price payable to a shipyard should be International Parity Price (IPP) plus 40% thereof. The additional burden over IPP to be shared by the buyer and the Government at 10% and 30% of IPP respectively.

(ii) A moratorium on debt repayment etc. effective for a short period not exceeding 3 years.

(iii) If the imported material costs alone exceed IPP, it is not advisable to undertake production.

(iv) Domestic Shipping Industry should be permitted to procure ships through global tender and domestic shipyards be allowed to participate in global tender by Government treating the domestic shipyards as hundered percent export activity.

(v) The feasibility of using the existing idle capacity for the production of Naval Ships is to be explored.

Rise in Vayudoot Capital

1852. SHRI KAMAL MORARKA: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether Vayudoot has been allowed to raise its capital;

(b) whether it is a fact that the accounts of the Corporation have not been completed and audited so far since its inception; and